

Issued in Washington, DC on March 7, 1995.

Kendall L. Ball,

Passenger Facility Charge Branch.

[FR Doc. 95-6275 Filed 3-13-95; 8:45 am]

BILLING CODE 4910-13-M

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly Notice of PFC Approvals and Disapprovals. In January 1995, there were seven applications and two amendments approved.

SUMMARY: The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals under the provisions of 49 U.S.C. 40117 (Pub. L. 103-272 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158). This notice is published pursuant to paragraph d of § 158.29.

PFC Application Approved

Public Agency: Rock Springs-Sweetwater County Airport Board, Rock Springs, Wyoming.

Application Number: 95-01-C-00-RKS.

Application Type: Impose and use PFC revenue.

PFC Level: \$3.00.

Total Approved Net PFC Revenue: \$332,500.

Charge Effective Date: April 1, 1995.

Estimated Charge Expiration Date: May 1, 2002.

Classes of Air Carriers Not Required to Collect PFC's: (1) Air taxi/commercial operators filing FAA Form 1800-31 and (2) foreign air carriers.

Determination: Approved. Based on information submitted in the Rock Springs-Sweetwater County Airport Board's application, the FAA has determined that each proposed class accounts for less than 1 percent of the total annual enplanements at Rock Springs-Sweetwater County Airport.

Brief Description of Project Approved for Collection and Use: Replace terminal building roof and acquire lift device.

Decision Date: January 3, 1995.

FOR FURTHER INFORMATION

CONTACT: Don O'Brien, Denver Airports District Office, (303) 286-5549.

Public Agency: City of Killeen, Texas.

Application Number: 95-02-C-00-ILE.

Application Type: Impose and use PFC revenue.

PFC Level: \$3.00.

Total Approved Net PFC Revenue: \$321,200.

Charge Effective Date: April 1, 1995.

Estimated Charge Expiration Date: May 1, 1997.

Class of Air Carriers Not Required to Collect PFC's: Part 135 air charter operators.

Determination: Approved. Based on information submitted in the City of Killeen's application, the FAA has determined the proposed class accounts for less than 1 percent of Killeen Municipal Airport's total annual enplanements.

Brief Description of Projects Approved for Collection and Use:

Airport drainage,
Security fencing (safety fencing),
Runway extension study,
Terminal building master plan,
Signage and graphics,
Fog seal and paint runway (slurry seal),
Reconstruct air carrier concrete ramp,
Reconstruct taxiway A and associated ramp,
Fog seal taxiway B (slurry seal),
Canopy and landscaping,
Distance remaining signs,
Taxiway G repair,
Upgrade lighting, fog seal and paint terminal ramp (slurry seal).

Brief Description of Projects Approved for Collection and Use: Access road to fuel area.

Determination: Disapproved. The FAA has determined that this project is not Airport Improvement Program (AIP) eligible in accordance with Appendix 3, FAA Order 5100.38A, which specifically excludes fuel farms from AIP eligibility.

Construct parking lot.

Determination: Disapproved. The FAA has determined that this project is not AIP eligible in accordance with 49 U.S.C. 47110, as amended by Public Law No. 103-305 (August 23, 1994), and section 158.15(b)(6), which specifically exclude employee automobile parking facilities from eligibility.

Decision Date: January 6, 1995.

FOR FURTHER INFORMATION

CONTACT: Ben Guttery, Southwest Region Airports Division, (817) 222-5614.

Public Agency: Spokane Airport Board, Spokane, Washington.

Application Number: 95-02-C-00-GEG.

Application Type: Impose and use PFC revenue.

PFC Level: \$3.00.

Total Approved Net PFC Revenue: \$8,200,000.

Charge Effective Date: April 1, 1998.

Estimated Charge Expiration Date: May 1, 2000.

Classes of Air Carriers Not Required to Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use:

SIA access road improvements,
Aircraft deicing facility.

Decision Date: January 20, 1995.

FOR FURTHER INFORMATION

CONTACT: Paul Johnson, Seattle Airports District Office, (206) 227-2650.

Public Agency: Lehigh-Northampton Airport Authority, Allentown, Pennsylvania.

Application Number: 94-03-U-00-ABE.

Application Type: Use PFC revenue.
PFC Level: \$3.00.

Total Approved Net PFC Revenue: \$4,350,000.

Charge Effective Date: November 1, 1992.

Estimated Charge Expiration Date: July 1, 1996.

Class of Air Carriers Not Required to Collect PFC's: The Lehigh-Northampton Airport Authority has previously been approved to exclude air taxi/commercial operators filing FAA Form 1800-31 in the FAA's August 28, 1992, Record of Decision.

Determination: No change from previously approved application.

Brief Description of Project Approved for Use: Design and construct satellite terminal expansion.

Decision Date: January 20, 1995.

For Further Information Contact: L.W. Walsh, Harrisburg Airports District Office, (717) 782-4548.

Public Agency: Jackson Hole Airport Board (Board), Jackson, Wyoming.

Application Number: 94-02-C-00-JAC.

Application Type: Impose and use PFC revenue.

PFC Level: \$3.00

Total Approved PFC Revenue: \$1,000,000.

Charge Effective Date: April 1, 1995

Estimated Charge Expiration Date: December 1, 1997.

Class of Air Carriers Not Required to Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use:

Safety equipment,
Terminal baggage improvements.

Brief Description of Project Disapproved: Terminal building expansion.

Determination: Disapproved. This project was originally included in the Board's first PFC application. However, on September 26, 1994, the Board amended their first application and deleted this project. The Board justified deleting this project in the amendment, stating that it could not begin implementation within the regulatory timeframe due to the need to complete a master plan update and address local community concerns. Given the nature

of the community concerns cited by the Board in its amendment, the FAA has no assurance that the project will be implemented until the community involvement and all other concerns associated with the ongoing master plan update are addressed. Therefore, the FAA is disapproving this project at this time.

Brief Description of Project

Withdrawn: Runway safety project.

Determination: This project was withdrawn by the Jackson Hole Airport Board by letter dated October 25, 1994.

Decision Date: January 25, 1995.

For Further Information Contact: Philip Braden, Denver Airports District Office, (303) 286-5530.

Public Agency: Charlottesville-Albermarle Airport Authority, Charlottesville, Virginia.

Application Number: 94-05-I-00-CHO.

Application Type: Impose PFC revenue.

PFC Level: \$3.00.

Total Approved Net PFC Revenue: \$1,524,300.

Charge Effective Date: April 1, 1995.

Estimated Charge Expiration Date: April 1, 1999.

Classes of Air Carriers Not Required To Collect PFC's: (1) Air taxi/commercial operators filing FAA Form 1800-31 and (2) foreign air carriers.

Determination: Approved. Based on information submitted in the Charlottesville-Albermarle Airport Authority's application, the FAA has determined that each proposed class accounts for less than 1 percent of the Charlottesville-Albermarle Airport's total annual enplanements.

Brief Description of Projects Approved for Collection Only:

Acquire snow blower and broom, Snow loader/plow, Overlay runway 3-21, Runway deicing vehicle, Aircraft rescue and firefighting vehicle, Extend runway 3, safety area.

Decision Date: January 26, 1995.

For Further Information Contact: Robert Mendez, Washington Airports District Office, (703) 285-2570.

Public Agency: Sarasota Manatee Airport Authority, Sarasota, Florida.

Application Number: 95-02-U-00-SRQ.

Application Type: Use PFC revenue.

PFC Level: \$3.00.

Total Approved Net PFC Revenue: \$38,715,000.

Charge Effective Date: September 1, 1992.

Estimated Charge Expiration Date: September 1, 2005.

Class of Air Carriers Not Required To Collect PFC's: The Sarasota Manatee Airport Authority has previously been approved to exclude air taxi/commercial operators filing FAA Form 1800-31.

Determination: No change from previously approved application.

Brief Description of Projects Approved for Use:

Federal Aviation Regulations Part 150 program funding, Environmental assessment, Runway protection zone land acquisition, Rehabilitate taxiway "A", Rehabilitate taxiway "F" (formerly taxiway "I").

Decision Date: January 31, 1995.

For Further Information Contact: Peggy Jones, Orlando Airports District Office, (407) 648-6582.

AMENDMENTS TO PFC APPROVALS

Amendment No.: City, state	Amendment approved date	Amended approved net PFC revenue	Original approved net PFC revenue	Estimated charge exp. date	Amended estimated charge exp. date
92-01-C-01-TWF, Twin Falls, ID	01/09/95	\$310,500	\$270,000	05/01/98	05/01/98
93-02-U-01-TUL, Tulsa, OK	12/06/94	\$14,818,000	\$8,450,000	08/01/94	03/01/96

Issued in Washington, D.C. on March 7, 1995.

Kendall L. Ball,

Passenger Facility Charge Branch.

[FR Doc. 95-6276 Filed 3-13-95; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: City of Charlottesville and Albemarle County, VA

AGENCY: Federal Highway Administration, DOT.

ACTION: Cancellation of the Notice of Intent.

SUMMARY: This notice rescinds the previous Notice of Intent issued on October 3, 1984, to prepare an environmental impact statement for a proposal to provide a four-lane divided facility from the intersection of existing McIntire Road and Preston Avenue to an intersection with Rio Road. The proposed highway project involved in part the upgrading of an existing two-

lane facility to a four-lane divided roadway. The remaining part of the proposed highway project called for a four-lane facility on new location.

FOR FURTHER INFORMATION CONTACT:

Mr. Bruce Turner, Transportation Planner, Federal Highway Administration, 1504 Santa Rosa Road, Suite 205, Richmond, Virginia 23229, Telephone (804) 281-5111.

SUPPLEMENTARY INFORMATION: When the Notice of Intent was published, there was reason to believe that one or more of the alternatives might significantly affect the environment. However, after conducting exhaustive environmental studies of all the alternatives under consideration, documenting this information in a draft Environmental Impact Statement, circulating the draft EIS for comment, and holding the location public hearing, a reduced alternative without any significant environmental impacts was selected to meet the proposed project's purpose and need.

Therefore, in accordance with Federal regulations, the selected alternative is

considered a Class III Action, and the assessment of the environmental impacts will be finalized and documented with an Environmental Assessment.

J. Bruce Turner,

Transportation Planner, Richmond, Virginia.

[FR Doc. 95-6182 Filed 3-13-95; 8:45 am]

BILLING CODE 4910-22-M

Federal Railroad Administration

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief from the Requirements of 49 CFR Part 236

Pursuant to 49 CFR Part 235 and 49 U.S.C. App. 26, the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR Part 236 as detailed below.